

Message Text

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FM AMEMBASSY BONN

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TAGS: PFOR, EAIR, WB, US, UK, GW, FR

SUBJECT: IGS ROUTE DIVISION APPROVAL

REF: BONN 7147

1. SUMMARY: GERMAN BCATAG REPS TOOK A GENERALLY FAVORABLE POSITION TOWARD THE ROUTE DIVISION BUT AS EXPECTED SOUGHT CAA ASSURANCES THAT THE AIRLINES WOULD REINSTATE SERVICES IF REQUIRED TO MAINTAIN AIR LINKS WITH MAJOR FRG POINTS. CAAS' ORAL PRESENTATION APPEARED TO SATISFY GERMAN CONCERNS ON THIS POINT; HOWEVER, THE POSSIBILITY EXISTS FONOFF MAY REQUEST A NON-PAPER REPEATING THE TEXT OF THE CAAS' ASSURANCES. OTHER POINTS RAISED BY THE GERMANS INCLUDED A REQUEST FOR A RESCHEDULED SERVICE FROM COLOGNE AND CAA ASSURANCES THAT FAILURE BY THE IGS CARRIERS TO ACHIEVE FORECAST RESULTS FROM THE ROUTE DIVISION WOULD NOT AUTOMATICALLY CAUSE A FARE INCREASE. FONOFF REP ALSO SOUGHT CAA CONFIRMATION THAT THE ROUTE DIVISION IMPLEMENTATION WOULD NOT AFFECT AIRLINE INTENTIONS TO MOVE SCHEDULED TRAFFIC TO TEGEL. FOLLOWING SATISFACTORY DISPOSAL OF ABOVE POINTS, CAAS ANNOUNCED

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THEIR INTENTION TO NOTIFY AIRLINES IMMEDIATELY THAT

ROUTE DIVISION HAD BEEN APPROVED. SUBSEQUENT TO APPROVAL, PAA REPORTED DIFFICULTY IN CLEARING ITS POST SWAP SCHEDULE WITH THE FRG FLIGHT SLOT COORDINATOR AT FRANKFURT. WE HAVE RAISED THE PROBLEM WITH THE TRANSPORT MINISTRY IN AN EFFORT TO AVOID ANY SIGNIFICANT IMPACT ON PAA SCHEDULES THIS CLOSE TO IMPLEMENTATION. END SUMMARY.

2. FONOFF REP JIRKA OPENED APRIL 30 BCATAG MEETING BY POINTING OUT THAT ROUTE DIVISION PROPOSAL APPEARED GENERALLY CONSISTENT WITH EARLIER GERMAN SUGGESTIONS REGARDING FURTHER RATIONALIZATION ON THE IGS. ALTHOUGH THE FRG/SENAT WERE DISPOSED TO VIEW THE PROPOSAL POSITIVELY, SOME CONCERN HAD BEEN EXPRESSED IN OFFICIAL CIRCLES THAT THE DIVISION OF ROUTES BETWEEN PAA AND BA COULD RESULT IN A NUMBER OF FRG DESTINATIONS REMAINING WITHOUT A DIRECT AIR LINK TO BERLIN SHOULD ONE OF THE CARRIERS HAVE TO CEASE OPERATIONS.

3. EMB ASST CAA DREW ATTENTION TO PARAGRAPH 3 OF THE DRAFT INTERLINE AGREEMENT, WHICH PROVIDED THAT IN THE EVENT ONE CARRIER CEASES OPERATIONS THE OTHER WOULD MAKE EVERY EFFORT TO REINSTATE ITS SERVICES DURING THE PERIOD OF THE OTHER PARTY'S CESSATION OF OPERATIONS. THE CAAS HAD DISCUSSED THIS PROVISION WITH THE CARRIERS AND WERE SATISFIED THAT THE AIRLINES WOULD MAKE EVERY EFFORT TO REINSTATE SERVICES WHEN REQUIRED. TO ENSURE THAT THE CARRIERS WERE REMINDED OF THE IMPORTANCE THE CAAS' ATTACHED TO THIS PROVISION, THE LETTER AUTHORIZING THE ROUTE DIVISION WOULD INCLUDE THE FOLLOWING: "THIS APPROVAL IS GRANTED ON THE CONDITION THAT THE TERMS OF THE ROUTE EXCHANGE AGREEMENT WHICH YOU HAVE CONCLUDED WITH BA/PAA WILL BE OBSERVED. IN PARTICULAR, THE CAAS ATTACH GREAT IMPORTANCE TO THE OBSERVANCE OF PARAGRAPH 3 OF THIS AGREEMENT WHICH STATES THAT IN CONNECTION WITH THE ALLOCATION OF ROUTES BETWEEN YOUR COMPANY AND BRITISH AIRWAYS, THE CAAS CONFIRM THAT ALL THE PERMITS TO OPERATE BETWEEN W. BERLIN AND POINTS IN THE FRG, WHICH YOU CURRENTLY HOLD, WILL REMAIN IN FORCE."

4. THE CAAS ADDED THAT DESPITE THE OCCASIONAL LABOR LIMITED OFFICIAL USE

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PROBLEM WHICH HAD ARISEN ON THE IGS, THERE HAD BEEN NO SIGNIFICANT INTERRUPTION IN SERVICE OVER THE PAST 20 YEARS. INDEED, EVEN WHEN STRIKES AGAINST THE IGS CARRIERS OCCURRED IN OTHER PARTS OF THE WORLD, BERLIN HAS BEEN EXEMPTED. AGAINST THIS BACKGROUND, THE CAAS WERE CONFIDENT THAT THE CARRIERS WOULD CONTINUE TO MEET THEIR OBLIGATIONS TO THE BERLIN TRAVELING PUBLIC IN THE SAME EXEMPLARY MANNER UNDER THE ROUTE DIVISION. JIRKA RE-

SPONDED BY ACKNOWLEDGING THE CONTRIBUTION TO BERLIN'S
WELL BEING MADE BY BA AND PAA OVER THE YEARS AND SAID
THE GERMAN SIDE FOUND THE CAAS STATEMENTS ADEQUATE ASSUR-
ANCE THAT THE AIRLINES WOULD CONTINUE TO PROVIDE THE
NECESSARY SERVICE. HE THEN ASKED IF BA WOULD CONSIDER
MOVING THE TIME SLOT OF ONE AFTERNOON COLOGNE SERVICE

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BACK SEVERAL HOURS TO ACCOMMODATE FRG OFFICIALS WHO MIGHT
WISH TO ARRIVE

IN BERLIN FOR AFTERNOON MEETINGS. GROVES SAID HE WOULD
LOOK INTO THE MATTER, BUT CAUTIONED THAT IT MIGHT BE
IMPOSSIBLE TO MAKE ANY SIGNIFICANT CHANGES IN THE SCHED-
ULE BECAUSE OF THE SPIN-OFF EFFECT ON OTHER SERVICES.

5. JIRKA SAID ANOTHER GERMAN QUESTION CENTERED ON
THE AIRLINES' FORECAST OF A 64 PERCENT LOAD FACTOR UNDER
THE ROUTE DIVISION. THE GERMAN SIDE WANTED ASSURANCES
THAT FAILURE TO MEET THIS OBJECTIVE WOULD NOT AUTOMAT-
ICALLY SERVE AS A BASIS FOR FARE INCREASE APPLICATION.

EMB ASST CAA POINTED OUT THAT THE ROUTE DIVISION PAPER PRESENTED BY THE CAAS WAS FOR INFORMATIONAL PURPOSES ONLY AND REPRESENTED NO COMMITMENTS ON THE PART OF THE ALLIES OR THE GERMAN MEMBERS OF THE BCATAG. WITH RESPECT TO FARE LEVELS, THE PRESENTATION CLEARLY STATED THAT AN INCREASE MIGHT BE NECESSARY IN THE NEAR FUTURE. HOWEVER, IF THIS OCCURRED THE CASE WOULD BE PRESENTED ON ITS OWN MERITS AND APPROPRIATELY DOCUMENTED. GROVES LIMITED OFFICIAL USE

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SAID THAT THE FORECAST DATA FOR THE ROUTE DIVISION WAS VERY LIKELY OVERLY SANGUINE SINCE THE AIRLINES ASSUMED A HIGHER TRAFFIC VOLUME THAN WOULD SEEM JUSTIFIED IN VIEW OF THE MOST RECENT TRAFFIC FIGURES.

6. JIRKA THEN SOUGHT THE CAAS' ASSURANCES THAT THE ROUTE DIVISION WOULD NOT ALTER BA'S AND PAA'S COMMITMENT TO MOVE TO TEGEL. GROVES AND EMB ASST CAA SAID THAT NO CONNECTION BETWEEN THE TWO ISSUES HAD BEEN MADE BY THE US AND UK GOVERNMENTS AND THAT ACCORDING TO LATEST REPORTS FINAL DETAILS OF THE MOVE WERE PRESENTLY BEING WORKED OUT BY THE AIRLINES AND THE BFG. JIRKA CONCLUDED THE DISCUSSION BY EXPRESSING THE HOPE THAT THE ROUTE DIVISION WOULD BE SUCCESSFUL IN AT LEAST SLOWING DOWN THE UPWARD MOVEMENT OF IGS FARE LEVELS. A SHORT PRESS STATEMENT FOR USE ON AN "IF ASKED BASIS" WAS THEN AGREED AND THE CAAS ANNOUNCED THEIR INTENTION OF IMMEDIATELY INFORMING THE AIRLINES THAT THE ROUTE DIVISION APPLICATION HAD BEEN APPROVED.

7. AS AGREED EARLIER (REFTEL) THE CAAS WILL PROVIDE JIRKA AN INFORMAL COPY OF THE LETTER APPROVING THE ROUTE DIVISION. JUST PRIOR TO THE BCATAG MEETING, JIRKA'S DEPUTY ASKED INFORMALLY IF THE CAAS WOULD ALSO BE WILLING

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TO MAKE AVAILABLE A NON-PAPER WITH THE TEXT OF OUR STATEMENT CONCERNING THE REINSTATEMENT OF SERVICES - SEE PARA 2 ABOVE. WE TOOK THE POSITION THAT SUCH A PAPER WAS UNNECESSARY BUT PROMISED TO CONSULT ON THE POSSIBILITY IF HE FELT IT WAS STILL RELEVANT AFTER THE MEETING. ON REFLECTION, WE WOULD PREFER NOT TO PROVIDE A WRITTEN TEXT OF THIS OR ANY OTHER STATEMENT MADE AT A BCATAG MEETING;HOWEVER, IF FONOFF OFFICIALS INDICATED STRONG FEELINGS ON THE MATTER WE WOULD CONSIDER GIVING THEM THE NON-PAPER ON AN INFORMAL AND EXCEPTIONAL BASIS SUBJECT TO PRIOR DEPARTMENT APPROVAL OF A TEXT. UK CAA SHARES THIS VIEW AND POINTS OUT HE WOULD HAVE TO SEEK INSTRUCTIONS IF JIRKAAPPROACHES THE CAAS AGAIN ON THE TEXT.

8. THE ONLY REMAINING PROBLEM CONCERNING THE ROUTE DIVISION RELATES TO THE FRG TIME SLOT COORDINATORS' REQUEST TO PAA THAT IT CHANGE THE TIMING OF A NUMBER OF ITS IGS SERVICES. THE SITUATION IS PARTICULARLY DIFFICULT WHERE FRANKFURT IS CONCERNED SINCE ANY CHANGES IN TIME SLOTS LIMITED OFFICIAL USE

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WOULD REQUIRE A TOTALLY NEW SCHEDULE FOR THE IGS, GIVEN THE LARGE NUMBER OF FREQUENCIES INVOLVED AND THE NUMBER OF AIRCRAFT COMMITTED TO THE FRANKFURT ROUTE. ACCORDING TO PAA, THE COORDINATOR HAS HAD A COPY OF THE POST ROUTE DIVISION SCHEDULE SINCE EARLY MARCH BUT DEVIATED FROM THE PREVIOUS YEARS' PROCEDURE BY FAILING TO ACT UNTIL THE SCHEDULES WERE FORMALLY APPROVED. WE HAVE BROUGHT THE MATTER TO THE ATTENTION OF THE TRANSPORT MINISTRY

AND WILL SEEK TO KEEP TO AN ABSOLUTE MINIMUM ANY DIS-
ADVANTAGEOUS IMPACT ON PAA'S SCHEDULING.
HILLENBRAND

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